

2015-2020 Local Highway Improvement Program

STP-Urban, STP-Rural, and Local Bridge
Local Program Symposium
Robert Schmidt April 2, 2015



2015-2020 Local Highway Improvement Program

- Program Overview
- Program Schedule
- Funding Outlook
- Policy and Process Changes
- Change Management



Local Funding Programs

➤ STP-Urban

- Subprograms based on population
 - Over 200,000 urbanized area
 - 50,000 to 200,000 urbanized area
 - 20,000 to 50,000 urban area
 - 5,000 to 20,000 urban area

➤ STP-Rural

- Outside Urban boundary

➤ Local Bridge Improvement Assistance



2015-2020 STP-Urban

- Provides federal funding for resurfacing, reconditioning & reconstruction of urban streets & highways; bridges; safety/intersection improvements
- Funds can also be used for planning, transit, ridesharing and bicycle/ped projects
- Pays up to 80% of eligible project costs



2015-2020 STP-Urban

➤ Eligible Roads

- Functional Classification minor arterial or higher
 - Milwaukee Urbanized Area
- Functional Classification as collectors or higher
 - All other Urbanized and Urban Areas

➤ Eligible/ineligible items

➤ Complete Streets/Trans 75

- Don't plan on an exception
- If Trans 75 disappears, Complete Streets remains



2015-2020 STP-Urban

- All urbanized areas (> 50K pop.) select projects in cooperation with MPO
- Round Lake Beach (>200K pop.)
 - Advisory Committee selects and approves
 - Included in TIP
- Milwaukee Urbanized Area (>200K pop.)
 - SEWRPC will rate, rank, & recommend projects
 - Formal methodology
 - Advisory Committee approves
 - Included in TIP



2015-2020 STP-Urban

- Racine, Kenosha, West Bend (50 – 200K pop.)
 - Historically, County Highway Commissioner (CHC) initiates and oversees selection process
 - Consensus
 - Advisory Committee's approve
 - Included in TIP



2015-2020 STP-Urban

- For urban areas (< 50K pop.), WisDOT will rate, rank, and select projects statewide
- Three factors influence project approval
 - Entitlement balance
 - Total funds requested statewide
 - Priority you assign project
- Included in TIP



2015-2020 STP-Urban

➤ New Policy for STP-U (<50,000 pop.)

- Applications will not be accepted for increased funding on already approved projects
- Will follow Change Management process for project cost increase



2015-2020 STP-Urban

- Application Form and Instructions
 - www.dot.wisconsin.gov/localgov/highways/stp-urban.htm
- Email completed applications to SE Region
 - Application verification
 - Estimate Review
 - Basis of estimate document
- If consultant prepares application, they are not eligible for federally funded design
 - FDM 8-5-3.4



2015-2020 STP-Rural

- Provides federal funding for resurfacing, reconditioning and reconstruction of rural streets and highways;
- Projects funded 80% federal, 20% local
- Eligible roadways are major collectors and above
 - Outside Urban Boundaries
 - Urban Boundaries Revised as of 2014
- Eligible/ineligible items



2015-2020 STP-Rural

- Submit application to WisDOT SE Region
 - Copy to CHC

- CHC submits prioritized list
 - CHC verifies eligibility
 - Functional Class
 - Outside Urban Boundary



2015-2020 STP-Rural

- WisDOT rates, ranks, selects projects **statewide**
- Three factors influence project approval
 - Entitlement balance
 - Total funds requested statewide
 - Priority assigned to project



2015-2020 Rural

➤ New Policy for STP- Rural

- Applications will not be accepted for increased funding on already approved projects
- Will follow Change Management process for project cost increase



2015-2020 STP-Rural

- Application Form and Instructions
 - www.dot.wisconsin.gov/localgov/highways/stp-rural.htm
- Email completed application to SE Region
 - Application verification
 - Estimate Review
 - Basis of estimate document
- If consultant prepares application, they are not eligible for federally funded design
 - FDM 8-5-3.4



2015-2020 Local Bridge

- Provides federal and state funding to replace/rehab/remove deteriorated local bridges
- Projects funded 80% federal or state, 20% local
- Bridges on local street or highway with clear span of 20 feet or > are eligible
- No Dam Bridges!



2015-2020 Local Bridge

- Deficient - Eligible bridges must be 'structurally deficient' or 'functionally obsolete'
 - See Trans 213
- Sufficiency rating (SR) – SR must be $<$ or $=$ 80 for rehab ; $<$ 50 for replacement
- On 2014 WisDOT Bridge List
- Another ten year rule – no reconstruction work completed in last 10 years



2015-2020 Local Bridge

- An independent (locally funded) engineering study is required for bridge rehab projects to show:
 - The project is cost effective
 - It will extend the bridge life by at least 10 yrs.
 - Correct all deficiencies
 - Approved by WisDOT prior to application
- If consultant prepares report, they are not eligible to complete design
 - FDM 8-5-3.4



2015-2020 Local Bridge

➤ New Policy for Local Bridge

- Applications will not be accepted for increased funding on already approved projects
- Will follow Change Management process for project cost increase



2015-2020 Local Bridge

- Application Form and Instructions
 - www.dot.wisconsin.gov/localgov/highways/bridgeprogram.htm
- Email completed application to SE Region
 - Copy to CHC
- CHC submits prioritized list
- If consultant prepares application, they are not eligible for federally funded design
 - FDM 8-5-3.4



2015-2020 Local Bridge

- WisDOT rates, ranks, selects projects **statewide**
- Three factors influence project approval
 - Entitlement balance (County)
 - Total funds requested statewide
 - Priority assigned to project



2015-2020 Program Schedule



- Statewide project solicitation began March 6, 2015
- STP-Urban
 - Applications to WisDOT by July 31, 2015
 - Application verification by WisDOT complete by September, 2015
 - MPO/CHC select projects by November, 2015
 - Over 50,000 population groups
 - Approved program published by December, 2015



2015-2020 Program Schedule



➤ STP-Rural and Bridge

- Applications to WisDOT by July 31, 2015
- Application verification by WisDOT complete September, 2015
- Prioritized by CHC by September, 2015
- Approved program published by December, 2015



2015-2020 Program Schedule

- No project increases, substitutions, or other changes accepted on already approved projects (previous cycles)
- August, 2015 to December, 2015



2015-2020 Program Schedule

➤ Project Agreements

- To Locals by February, 2016
 - Returned within 2 ½ months
- STP-Urban – Fed funds capped
- STP-Rural – No initial cap
- Local Bridge – No initial cap



2015-2020 Funding Outlook

- Re-evaluate FY 16 - 18 funding commitments
- Additional 2 years worth of projects
 - FY 19 and FY 20
- Final allocations available August, 2015
 - WisDOT will forward to MPO and CHC's



2015-2020 Policy Reminders

- No new rural minor collector projects
- Connecting Highways are not eligible for STP-Urban, STP-Rural, or Local Bridge funding
- No dam bridges
- Bridge rehab reports approved prior to application
- 6 year sunset policy
 - Timely delivery promotes a stable program
- If design is funded by LPA, design oversight will be funded by LPA



2015-2020 Policy Reminders

- No design only projects
- Use of federal funds for R/W or utility relocations is discouraged to maximize funds available for construction
- Utility relocation is not eligible for federal funding if relocation cost is less than \$50,000 per utility
- Two substitution per project
 - STP MUA has different formal process



Programs For Local Government

➤ On- line at

<http://www.dot.wisconsin.gov/localgov/index.htm>



Questions?

- MPO (STP-Urbanized over 50,000)
- County Highway Commissioner (STP-Rural/Local Bridge)
- Robert Schmidt, 262-548-8789
 - Robert1.Schmidt@dot.wi.gov
- Clayton Smith 262-548-6428
 - Clayton.Smith@dot.wi.gov



CMAQ & TAP update

- CMAQ anticipated in April 2015?
- TAP anticipated in Oct 2015?
- Monitor WisDOT Web Site



Break Time



2015-2020 Local Highway Improvement Program

Change Management
Local Program Symposium

Robert Schmidt April 2, 2015



Change Management

- Goal is to keep Local Program funding in the Local Program
 - Maintain a stable 6 year program
 - Minimize changes to budget and schedule
 - WisDOT will have a more active role in managing project budget and schedule
 - Not punishment for not delivering



Change Management

➤ How does the Local Program lose money?

- WisDOT has limited annual Chapter 20 spending authority
 - STP-Urban, STP-Rural, HSIP (\$72.2 million)
 - Local Bridge (\$32,869,100)
- WisDOT fully programs all available funding each FY
- LP projects not delivered in scheduled FY leave a void
- If no LP project fills the gap, funds are lost in the FY
 - We don't have "Plans on Shelf"
- Chapter 20 spending authority does not increase in the next FY



Change Management

- STP MUA Annual Spending Authority
 - \$23.5 million (federal)
- STP MUA Programmed Amounts
 - FY 17 = \$23.5 million (federal)
 - FY 18 = \$23.5 million (federal)
- Undelivered FY 17 project will not fit in FY 18
 - Need to be rescheduled for FY 19 or FY 20
 - STP MUA funds are lost in FY17
 - Typically, no “plan on shelf” to fill gap created



Change Management

➤ Change Management Covers

- Schedule Change
- Cost Increase/Decrease
- Scope Change
 - Bridge Rehab -> Replacement
 - Resurface -> Reconstruct

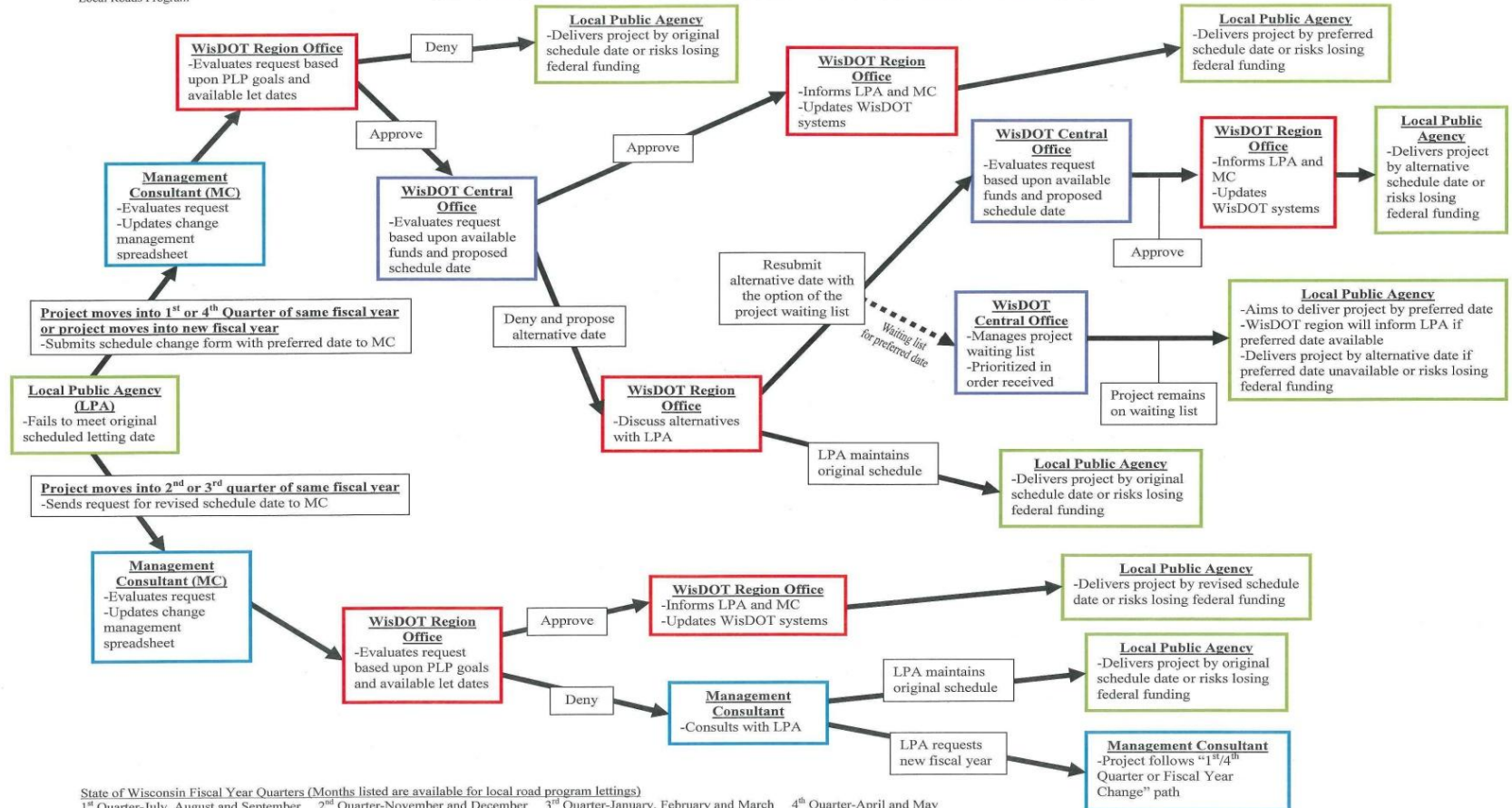
➤ Approvals By CO Program Manager



Change Management

Wisconsin DOT
Southeast Region
Local Roads Program

Change Management Schedule Change Process Chart



State of Wisconsin Fiscal Year Quarters (Months listed are available for local road program lettings)

1st Quarter-July, August and September 2nd Quarter-November and December 3rd Quarter-January, February and March 4th Quarter-April and May



Change Management

- Deliver Projects On Schedule
 - Understand and verify initial project schedule
 - Begin design process ASAP
 - Assure adequate/competent staffing
 - Detailed project delivery schedule
 - Revisit and assess progress
 - Identify obstacles
 - RR
 - R/E
 - Section 106



Change Management

➤ Main Goal

- Keep Local Program Funding in the Local Program

